



E. W. Lister, Chairman of the Board, Missoula Community Hospital, receiving The Whirly Girl Certificate from William E. Hunt, Administrator of the Division of Aeronautics. (See letters to the editor for further details.)



DIVISION

OF

AERONAUTICS

Vol. 25 — No. 6

June, 1974

NEW HELENA VO-TECH AIRCRAFT SCHOOL BUILDINGS

Because of steel shortages, construction has been slowed down on the new buildings at the Helena Vo-Tech Aircraft School. The accompanying photographs show the buildings under construction. It is anticipated they will be ready for occupancy shortly after January 1, 1975.

Courses provided will be aircraft and power plant mechanics, airframe, agricultural mechanics, diesel mechanics, machine shop and welding.

New construction costs will be \$800,000 from state funds.

School authorities say aircraft-related hirings are on the upswing.

Information on the school and courses can be secured by writing to Dale Johnson, Director of Admissions, Helena Vo-Tech Center, 1115 Roberts, Helena, Montana 59601.



Construction at Helena Vo-Tech Aircraft School

NATIONAL AVIATION SAFETY DRIVE BEGINS

AURORA, COLORADO — "Safety consciousness is the goal of a 30-day surveillance of General Aviation, starting June 15th," revealed Mervyn M. Martin, Director of the Federal Aviation Administration's Rocky Mountain Region. "This special month-long program, called 'Operation Ground Assist,' is aimed at improving the safety consciousness of pilots, maintenance and supervisory personnel, and to inquire as to how the FAA might better serve this important aviation constituency," Martin said.

The surveillance of General Aviation activities will be conducted during the period June 15 through July 15. Emphasis will be placed on personal flying, the category with the highest accident rate. However, the agency advises, this does not pre-

clude surveillance of other types of general aviation activities.

FAA inspectors will be looking for methods to assist managers in detecting unsafe practices, weak instructor personnel, improperly licensed or unlicensed airmen, and other major and minor inefficiencies.

Martin emphasized that when surveillance personnel offer suggestions for improvement, they will at the same time inquire how the FAA can do its job better. This will assure a mutual exchange which should benefit both the FAA and the general aviation community.

Martin said, "This is a drive through cooperative efforts of the aviation community and the FAA to increase safety practices. Pilots will be checked for proper certificates, recency of experience, safety attitude and unsafe practices."

Aircraft will be checked for proper documents, AD compliance, log-book inspections, and general conditions of the aircraft itself. Inspectors will be observing aircraft loading, flight planning, including aircraft performance and density altitude, required equipment, route and area knowledge, emergency procedures knowledge and fuel management.

Aircraft mechanics will be observed for proper certificates and safety practices. Also being checked

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**DEPARTMENT OF
INTERGOVERNMENTAL
RELATIONS**

**Thomas L. Judge, Governor
Frank McChesney, Director
Martin T. Mangan, Deputy Director**
Official Monthly Publication
of the

DIVISION OF AERONAUTICS
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MONTANA AND THE SKY is published monthly in the interest of aviation in the State of Montana.

Second-Class postage paid at
Helena, Montana 59601
Subscription \$5.00 per year.
Edited by: **Bernice M. Peacock**

**DEATH OF FORMER
TOWER CHIEF**

Thomas M. Lane, 64, of Billings, died Friday, May 31, at St. Vincent's Hospital, Billings.

Mr. Lane was a retired Chief Controller for the FAA with the airport traffic control tower at Logan Field in Billings. He retired in 1973. He had worked with the FAA at airport towers in Cleveland, Bismarck, Corpus Christi, and Helena. He was also an instructor for the FAA in Oklahoma City in 1960-61.

Mr. Lane was active as an athletic official in high school and college sports, a charter member of the Central Christian Church, a member of the Billings Saddle Club, and vice president of the Montana State Horse Shows Association.

*Administrator's
Column*



Search and rescue is still a big part of the Aeronautics' daily and weekly activity. We have been concerned with the use of satellites and other exotic methods of searching for aircraft and with the advent of ELT search and rescue personnel have been given an additional problem of locating ELT's that have been inadvertently activated. These of course are a problem because it is the policy of the Division of Aeronautics and the Federal Aviation Administration and the Civil Air Patrol to assume that a plane is down and not to assume that there has been an accidental start of these emergency locator transmitters. But it is a fact that the majority of incidents reported to us and to the FAA Flight Service Stations involve transmissions when the plane has not been in an accident. It appears that a great step forward in solving this increasing problem has been made by Jon Ellsworth, the Chief of the Flight Service Station in Billings in cooperation with Speed Normand of the CAP as well as others who have assisted in the research. A more detailed article on their work is contained elsewhere in this newsletter.

Recently an aircraft landed near Reed Point apparently hard enough to activate an ELT which was picked up by the Flight Service Station in Billings. The Flight Service Station notified the Division of Aeronautics who in turn notified the Air Force Rescue Center where a search number was given and the CAP plane dispatched to make a search for the

ELT. Bob Palmersheim was search coordinator in charge of that area and worked with Jon Ellsworth of the Flight Service Station and his crew in Billings. Because the ELT location was not definite, Arlin Wass, search coordinator from Bozeman was also alerted and made a search.

I would like to take this opportunity to make special mention and commend Janice Hoppes and Bernice Peacock of the Division of Aeronautics for establishing prompt communication between all of the personnel involved.

The main point of the story is that using our new methods, the CAP airplane piloted by Speed Normand with Jim Crouse of the FAA as observer, was able to locate the aircraft within 40 minutes after takeoff using the equipment that has been devised by Ellsworth, Normand and others.

* * * * *

Congratulations and best wishes to Helena Tower Chief Lud Hodges on his retirement. We are going to miss his smiling voice here but wish him well during the coming years.

* * * * *

Always a delightful duty is making a presentation, and even though I was only acting as a messenger for The Whirly-Girls at the Community Hospital in Missoula, I found a great deal of pleasure in making a presentation of the Certificate to Mr. E. W. Lister, Chairman of the Board of the Community Hospital. The letter with additional information is printed elsewhere in this newsletter.

* * * * *

We are losing Mike Schukert, Aviation Education Chief, and his going will leave quite a hole in our operations here. Mike has been most aggressive in contacting educators throughout Montana and the nation and has brought much credit to the Aeronautics Division through his efforts and hard work in making aviation a part of everyone's life. We wish him the greatest success as he returns to his Alma Mater, the University of Ohio, to work on his Doctor's Degree. We expect to hear much about Mike in the future.

(Continued on Page 3)

(Continued from Page 2)

* * * * *

We have a story concerning the Wild Horsemen of Plains, Montana, and expect to have that published in the next issue of our newsletter when the pictures arrive. I want to express appreciation in the meantime to those fine people of Sanders County for a great time and for their intense interest in aviation.

* * * * *

We express our sympathy to the family of Tom Lane, retired Tower Chief at Billings who recently passed away.

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO PILOTS

STUDENT

Charles Timothy Trower, Scobey
John Henry Nichols, Big Sky
Myron D. Long—Wolf Point
George S. Matovich—Columbus
Craig L. Whitlock—Powell, Wyoming
Robert Joseph Lyon—Helena

PRIVATE

Ted Henty Soloman, Havre
William Clayton Hayes, Great Falls
David A. Rasmussen, Antelope
Jerry Kenneth McCully, Eureka
Mark Jones, Butte
Gary Clarence Powell, Charlo
Stephen Congdon Bert, Great Falls
Charles Timothy Troyer, Scobey
Daniel Gene Anderson, Lewistown
Margot Ruthanne Koyich, Grande
Prairie, Alberta, Canada
Delbert Orten Hunt, Missoula
Willis M. Johns, Butte
Dallas R. Lavy, Corvallis
William James Morris, Missoula
Timothy Kirkwood Pearson, Kalispell
Bradley W. Volk—Billings
Klaus H. H. Schuhbauer—Billings
Dean H. Schennum, Billings
James W. Clark—Billings
Thomas O. Markle—Glasgow
Candace L. Torgerson, Antelope

Bert Rineheart Marchbanks, Eureka
Loren Jay Livesay, Havre
Gary George Cissel, Livingston
Todd Shepard Adams, Fort Benton
Charles Henry Hanson, Cut Bank
Joyce Elaine Brandvold, Choteau
Richard Lee Podry, Great Falls
Lance R. Seavey, Missoula
Jerrold Earl Slade, Malta
Edward Raymond Peigneux, Malta
Jeff Lyle Klos, Plevna
Rodney Glenn Fisher, East Helena
Arthur Anderson, Jr., Twin Bridges
Lee Donald Veltum, Great Falls
Ronald William Smith, Hingham
David Nicholas Parson, Bozeman
Thomas John Diehl, Grand Rapids,
Minnesota

Gary W. Semple—Flaxville
James W. Anderson—Baker
Kelly B. Reid—Miles City
William C. Jones—Miles City
Larry D. Anderson—Miles City
Roy B. Schaeffer—Sheridan,
Wyoming

Barbara J. Collinson, Glendive
Rolland E. Dibble—Billings
Kevin L. Salsbury—Malta
Roy G. Ereaux—Malta
Mike W. Hackman—Edmonton,
Alberta

Leland A. Smith—Richland
Raymond H. Keller—Butte
John A. Benson—Melstone
David M. Ostler—Billings
Donley F. Weymouth—Edmonton,
Alberta

Charles S. Todd—Big Timber
Richard E. Zinne—Billings
Michel C. A. Devaux—Ponoka,
Alberta

Gerald LaRochelle—Gravelbourg,
Saskatchewan

Ekhart C. Thode—Saskatoon,
Saskatchewan

Walter A. Pashley, Jr.—Missoula
Mark Lamar Guenther—Great Falls
Michael Cosier Milburn—Lewistown
Larry William Johnson—Bozeman
Terry Francis Albertson—West
Yellowstone

Charles Patrick Bouchard—Helena
Fred Carl Wittlake—Columbia Falls
Jack Fenton Brown—Columbia Falls
Larry Devaine Blanton—Kalispell
Howard Xavier Plouffe—Great Falls
Gerald L. Warren—Missoula
Jerry Alan Howard—Great Falls

Wilfred E. Rumball—Regina,
Saskatchewan

COMMERCIAL

James M. Benner—Billings
John J. Alex—Billings (MEL)
Robert P. Stordahl—Glendive
Douglas C. Huckle—Billings
Justin M. Ferguson—Big Timber
James Frederick Cooper—Lolo
Josiah William Craig—Havre
Wayne Dean Gochanour—Anaconda
Timothy A. Sikorski—Willard (ASEL)
Harold P. Matovich—Mosby
Harold T. Falconer—Miles City (MEL)
Kenneth E. Ostensoe—Calgary,
Alberta

Jerome O. Fachner—Wolf Point
Ronald M. Hudemka—Insinger,
Saskatchewan

Clifford W. Devous—Billings
William Francis Abel—Missoula
(CASEL)

Alvin Phil Olson, Columbia Falls
Rodney Ray Herrig, Havre
Paul George Stebbins, Libby
James Lyman Carver, Jr., Missoula
Barry Joseph Lee, Missoula
Thomas Evenson, Choteau (AMEL)
James Lyman Carver, Jr., Missoula
(AMEL)

Walter Robert Warthen, Missoula
Jan Jurek, Calgary, Alberta, Canada
Gregory John Walsh, Kalispell
Kim Alen Leudeman, Missoula
Scott Douglas Hoffmeyer, Missoula
Gary Allan Lindsey, Libby
Kenneth Ray Winegardner, Kalispell
Douglas J. Hanson, Polson
Edgar Lee Obie, Chinook
Donald Michael Posivio, Missoula
Gerald Edward Darling, Kalispell

INSTRUMENT

Timothy Buzzwell Skinner, Great
Falls (CRH)

Morris Orval McCormmach, Mis-
soula (CRH)

William Joseph Parson, Bozeman
(MEL, CASEL, IRA)

Marlew John Haskins, Missoula
(CASEL)

Roger Lee Maki, Missoula (CASEL)

Donald Nick McCaulay, Missoula
(CASEL)

David Gregory Healow, Billings
(CASMEL) (CG)

Patricia Anne Dower, Butte (MEL),
CASEL, IRA)

Bryan Wayne Kraft, New Braunfels, Texas (CASMEL)
 Wilfred Stare Miller, Whitefish (AMEL-CASEL)
 Ronald L. Stockdale—Billings
 Richard J. Cook—Glendive
 James A. Murray—Lambert
 Charles P. Monaghan—Terry
 Thomas D. Ratledge—Hardin
 Gary Glenn Hancock—Missoula (CASMEL, CRH)
 Craig Carrol Young—Missoula (CASMEL)
 Douglas J. Hanson—Polson (CASEL)

AIRLINE TRANSPORT PILOT

Donald Paul Monforton—Bozeman (ARI, ATR, CASEL, FII, FRH)
 Stanley G. Peters—Denver
 David N. Norland—Denver
 Melvin L. Brooke, Jr.—Aurora, Colorado
 William L. Wardell—Aurora, Colorado
 James W. Hoyhtya—Miles City

MILITARY COMPETENCE

Douglas Martin Molohon—Alberton (CASMEL, IRA)

FLIGHT INSTRUCTOR

James Lee Thomas—Missoula
 Barry Lee Joseph—Missoula
 Ronald J. Rosenhahn—Denver (ASME)
 Norman B. McLane—Laurel (ASE)
 John N. Owen—Geraldine
 Louis R. Link—Billings (IRA, ASE)
 David G. Healow—Billings (FII, ASE)
 Harold T. Falconer—Miles City (ASME)
 Eugene D. Wehrman—Billings (ASME, IRA)
 Michael J. King—Thermopolis, Wyoming (ASE)
 Raymond W. Harrison, Jr.—Worland, Wyoming (ASE)

Earl LeRoy Norcutt, Jr., Missoula (FIA)
 Monte Joseph Magruder, Missoula (FIA)
 Carl Julius Hartwig, Dillon (FII & FIA)
 Donald Nick Macaulay, Whitefish (FIA)
 Randal Anthony Popiel, Glendive (FIA)

GROUND INSTRUCTOR

Terry Eugene Phillips, Bonner, AGI
 Randal Anthony Popiel, Glendive, AGI
 Walter Robert Warthen, Missoula, AGI
 William Francis Abel, Missoula, BGI
 Donald Nick Macaulay, Missoula, AGI
 Austin L. Johnson—Havre (AGI)
 Terry F. Albertson—West Yellowstone (AGI)
 John S. Poling—Glasgow (AGI)
 Stephen David Graham—Helena (BGI)

AIRFRAME MECHANIC

Charles Timothy Trower, Scobey, AM & PM
 Wilber Roger Fultz, Fort Benton, AM & PM
 Donald Ray Campana, Butte, AM & PM
 Michael Dean Thorsen, Great Falls, PM
 Gary Earl Waters, Malta, PM & AM
 Michael Dean Thorsen, Great Falls, AM & PM
 Hugh Angus McLaughlin—Kalispell (AM&PM)

SENIOR PARACHUTE RIGGER

James Robert Crouse—Billings (Back and Chest)

SENIOR PARACHUTE RIGGER—CHEST

Dale Allen Johnson, Kalispell
 Richard Allen Steinke, Hungry Horse

LIGHTER THAN AIR FREE BALLOON (Limited to Hot Air With Heater)

John Elbert Nixon, Sokane, Washington
 Roger Ray Franklin, Whitefish

(Continued from Page 1)

will be the condition of repair and refueling facilities, ground personnel job knowledge, and airport conditions.

"This nation-wide program should better educate both the agency and general aviation in each others problems and provide a closer relationship and cooperation in the interest of aviation safety before the aircraft leaves the ground," Martin concluded.

SCHELLINGER STARTS HELICOPTER SERVICE

A new helicopter service has been established in the Missoula area by Schellinger Helicopters, Inc., which is headed by Robert K. Schellinger.

Schellinger will operate a supercharged Bell B-2 Helicopter from his ranch north of Missoula, on Route 2, Evaro Road. The service is available for all types of mountain flying, agriculture, patrol, exploration and survey work.

The service has been approved by the Civil Aeronautics Board, and holds an Air Taxi and Commercial Operator (ATCO) certificate issued by the Federal Aviation Administration, according to Schellinger.

Schellinger, 41, is a 21-year veteran of Johnson Flying Service, Inc., and he has more than 10,000 hours logged in all types of flying. He was awarded the 1965 National Fairchild-Hiller Pilot of the Year Award for a night rescue mission of two young mountain climbers in the Teton Mountains of Wyoming, and the 1967 Mountain Pilot of the Year Award for a number of outstanding rescue flights that won him national recognition.

He and his wife Bonnie have four small children.

AIRPORT NOTES



By **WORTHIE M. RAUCHER**
 Deputy Administrator

As required by Part 139 of the Federal Air Regulations to insure continuation of air carrier service, the Federal Aviation Administration has approved funds for the purchase of Index A Crash/Fire/Rescue units to the following air carrier airports

in Montana: **Sidney-Richland Municipal Airport**, Sidney; **Wolf Point International Airport**, Wolf Point; **Miles City Airport**, Miles City; **Glasgow International Airport**, Glasgow; **Lewistown Municipal Airport**, Lewistown; and **Havre City-County Airport**, Havre.

Culbertson has applied to the Division of Aeronautics and the Federal Aviation Administration for loans and grants to provide pavement overlay on their runway, taxiway and apron.

Miles City has applied to the Division of Aeronautics for a loan to be used as matching money to obtain a federal grant to overlay their cross wind runway.

Havre has retained a consultant to design their Crash/Fire/Rescue building.

The Federal Aviation Administration has approved the following ADAP Projects:

Johnson-Bell Field, Missoula—\$1,015,507 for parallel taxiway and apron expansion.

Shelby Airport, Shelby—\$313,150 to pave, mark and light runway 11/29; install segmented circle and lighted wind cone; construct, pave and mark taxiway; reconstruct apron; install VASI; acquire clear zones; relocate telephone line, etc.

The twenty year master plan studies for the communities of **Havre** and **Hamilton** have been completed and delivered by T.A.P., Inc., Economic Consultants.

Turner has selected Turnbull & Plumber, Consulting Engineers, of Great Falls, to design and supervise construction of a general utility Stage 1 paved and lighted airport for Turner.

DIRECTION FINDER FOR EMERGENCY LOCATOR TRANSMITTERS

By **JON D. ELLSWORTH**, Chief
Billings Flight Service Station

How do you build a direction finder for the Emergency Locator Transmitters? Well, if you're ready to devote a lot of time for testing and will listen to the technicians; if you're willing to scrounge and beg for

equipment, antennas and wiring; if you're able to do a little sheet metal work, then you can build one for less than \$100.00 which will fit nearly any airplane.

This project began a couple of months ago when a series of accidental ELT triggerings occurred at Billings Logan Field. This not only had the effect of frequency interference, but also of "hollerin' wolf" too many times. Something had to be built which was portable and easy to operate and would find these errant ELT's.

The problem was discussed with one of the Billings AFS technicians, Kenneth Erickson, who had a solution. He built an inexpensive (\$40) ELT DF out of a Jetstream Mini receiver, a decible meter and a few spare parts. This device has paid for itself by finding aircraft with triggered ELT's in a very short time.

This is when the Civil Air Patrol became involved in the person of A. V. "Speed" Normand. Why couldn't the same system be used as an airborne unit for pinpointing ELT's involved in accidents. The three of us, Mr. Normand, Mr. Erickson and I, got our heads together and started scrounging and building equipment. Jack Linton, a Sony radio distributor in Billings, was approached and he donated several radios for evaluation. The CAP command was contacted for the use of their practice ELT using 121.6 MHz. The Montana Division of Aeronautics was advised and they gave us their blessing plus a little financial aid.

Airborne testing began April 23, 1974. Various components were tried, mostly with little or no success. With each trial though, new procedures and components were used. Back to the ground with modifications and discussions. More people were contacted for advice. Many types of antennas and radio receiver variations were tried.

Finally, on May 25th, one month after the initial airborne test, we knew we had something. Back on the ground, we discussed the flights and made one more modification.

May 26th. A beautiful day. "Speed" and I flew over to the

Laurel airport, landed and deposited the ELT on the ground. Airborne, we made several passes over the ELT to check our equipment. Ten miles out, "Speed" turned the L19 toward the ELT. I bent over the meters and started to guide him in. Seven minutes later the meter needle jumped. Right on target! Again, we went out. Again I brought him in. Six more times. Six times, right over the ELT.

I can't describe the feeling of success after so long and after so many disappointments. We finally did it! As "Speed" wrote in his log book that day, "We have arrived!"

The system? You can't believe how simple it really is. The components are: one Sony portable VHF receiver, one decible meter, two wand antennas, one antenna coupler and two twelve-foot lengths of antenna cable.

The antennas were mounted beneath the L19 wings (one on each wing equidistant from the cockpit) with the cables running inside the wings to the observer position. The cables were attached to a coupler with a switch enabling one or the other antennas to be monitored by the decible meter. The meter was plugged into a jack mounted on the Sony receiver.

When the aircraft is pointed anywhere but directly to or from the ELT, one antenna will be receiving the signal more strongly than the other. This strength will register on the decible meter. When the two antennas are directly aligned with the ELT, the meter readings will be exactly the same.

By the same token, the signal will rapidly build or fade as the aircraft flies toward or away from the signal source. When the aircraft passes directly over the ELT, the decible meter will peak, fall completely off (null), immediately peak again, and then slowly decline.

If one were to buy the components for this system, the price list would be:

- 1 Sony portable VHF receiver\$70.00
- 1 decible meter (approx.) 10.00
- 2 wand antennas (approx.) 10.00

1 antenna coupler
(approx.) 5.00
24 feet antenna cable
(approx.) 5.00

The cost is approximate because most of our equipment was scrounged.

An added feature of this system is that it is completely portable. Almost any aircraft can be connected to the ELT direction finder quickly. Horseback, four-wheel drive, on foot, by helicopter—these are just a few of the methods of transportation available for this system. It is also very compatible with the CAP Mark XII Direction Finder, giving a positive sense of direction and position and leaving very little doubt or error.

One more thing! Very little training is necessary to operate this equipment. On one test, an untrained person was given five minutes of instruction. It took a little longer to initially find the ELT, but it was accomplished.

We cannot begin to thank all the individuals involved with the development of this device. We wish to thank them all on behalf of the pilots who will eventually owe them their lives.



FLYING FARMER FLY-IN

By JACK WILSON, Chief
Safety & Compliance Bureau

On June 9 the Flying State of Montana contingent of the International Flying Farmers held a fly-in picnic at Sam Langhus' ranch strip northwest of Big Timber, Montana. Sixteen aircraft and approximately fifty people were in attendance at this fly-in which had enough food for approximately 100 people. Following the buffet-type lunch, a business meeting was called to order by Mr. James Hansen, State President. During this meeting the problem of



aircraft taxes was discussed along with the matter and needs of making the Flying Farmers heard with the State Board of Revenue and the County Assessors offices. Additionally, it was decided that the state convention of Flying Farmers would be held in Great Falls on October 4, 5 and 6 in the convention center of the Heritage Inn which is just below the airport at Great Falls.



PLANES AT SAM LANGHUS RANCH STRIP



A T HANGER MAKES A FINE DINING ROOM

Letters to the Editor

Montana Division of Aeronautics
Box 1698
Helena, Montana 59601
Gentlemen:

In submitting my views to your good office concerning your Unicom problem, I can speak only as an outsider not completely acquainted with your local problems. I can speak, however, as an experienced, instrument-rated and multi-engine pilot who has occasion to visit your State

frequently. My opinions may not reflect the majority opinion of pilots based in Montana, but it is not the intent of this letter to step on anyone's toes.

As we are all well aware, some sections of your beautiful State contain natural hazards which are not seen or experienced in our "flat land" country. Here in Texas a pilot will usually be able to glide to a satisfactory flat area in the event an emergency landing is required. Numerous county roads are available, which are usually straight and level, and the State is generally blessed with flat pastures and grain fields which offer adequate emergency landing areas. The exception to this is the southeastern part of the State which is heavily wooded.

I have flown into Kalispell several times in my Aztec, and from there directly over Glacier National Park into Cut Bank. Before acquiring the Aztec I made this same flight several times in a Comanche. And incidentally, I believe this area to be the most beautiful in the United States.

On none of my flights over the Park or anywhere else in Montana have I ever had a moment's difficulty, but I can readily see that deteriorating weather may force a plane to an altitude from which it is impossible to communicate with a Flight Service Station. In this event the locally-owned and operated Unicom station could prove to be a life saver. Consequently, I feel strongly that every Unicom station should be adequately equipped with modern equipment.

To accomplish this result you have been faced with the problem of financing such a program. My suggestion is that the Aeronautics Division immediately finance the purchase of new equipment for those communities not presently owning the modern types. The Division could then be repaid by those communities over a period of time—say five years. All maintenance would then be the responsibility of the community or the FBO at the field.

To accomplish this change in equipment I humbly suggest that the Montana Pilot Registration fee be in-

creased at once to \$5.00 annually.

At this time the Division furnishes to registered pilots a service which must leave a bad dent in the budget. The cost of the monthly newsletter, the annual airport directory and the collect telephone calls must far exceed the present fee of \$1.00 per pilot.

Anything that can be done to assure good communications with all Unicom stations in the State will be of tremendous benefit to all pilots as well as those individual communities.

Your State is to be congratulated on the airport and airways systems as well as your efforts toward constant improvement.

As an occasional visitor to your "Big Sky" country, I surely want you to know that it is always a thrilling experience to fly in your State.

Yours very truly

/s/J. W. Walker

J.W. Walker & Company
Dallas, Texas

ED. NOTE: Pilot registration fee of \$1.00 is set by State Statute. To make a change in this charge requires legislation by the Legislative Assembly.

* * * * *

Mr. William E. Hunt, Administrator
Division of Aeronautics
Helena, Montana 59601

Dear Mr. Hunt:

Allen Butterworth called me last week to tell me that FAA had certificated the Missoula County Hospital Heliport as the first in the U.S. to be served by a Supplemental Air Carrier—Johnson Flying Service, Inc.

As you know, the Whirly-Girls have a continuing program to encourage the establishment of hospital heliports. Therefore, we would be most appreciative if you would present the enclosed Judy Short Memorial Certificate on our behalf to the Missoula County Hospital.

The late Judy Short, Whirly-Girl #27, was instrumental in establishing Kentucky's first Hospital Heliport at the University of Kentucky Medical Center in Lexington.

And thanks to the efforts of your predecessor, the late Charles Lynch, Montana's Aeronautics Division was

the first in the country to initiate a hospital heliport program. The Kalispell Hospital Heliport was the first in Montana. I was very sorry to hear now that it may be eliminated.

Thank you in advance for making this presentation for the Whirly-Girls.

Sincerely yours,

/s/Jean Ross Howard
Executive Director
THE WHIRLY-GIRLS
Washington, D. C.



Dale Uppinghouse, Accident Prevention Specialist, Billings GADO, Lee Howard, Chairman of the Hysham Air Show and Fly-In.

HYSHAM AIR SHOW AND FLY-IN

On June 9 the Treasure Post #92 of the American Legion sponsored their first annual American Legion Fly-In and Air Show at Hysham, Montana. Following the pancake breakfast in downtown Hysham there was a flour bombing and spot landing contest and about fifteen aircraft participated in these events. The flour bombing contest was won by Ralph Hunt of Billings and the spot landing contest by Glen White of Hysham. The air show was performed by Ron Litton, Frontier Airline pilot, who used his recently acquired clipped wing Taylorcraft airplane. Mr. Litton performed all the maneuvers above 1500 feet as he did not have time to get the low flying waiver for aerobatics following the cancellation of Mr. Phil Petrik who called at 4:00 Friday afternoon to state he could not perform on Sunday. This necessitated emergency action to get someone to fly the airshow. In addition to flying the airshow, Mr. Ron Litton was also one of the four parachutists who performed in the parachute jump.

A raffle was conducted and three

people won airtrips over the Sarpy Creek and Colstrip coal fields. One of the features of the fly-in was a four ship flyby in tribute to all POW's of the Viet Nam war and all individuals missing in action. The whole fly-in appeared to be a very successful endeavor and everyone should look forward to attending the second annual one next year in Hysham.



PLANES ON GROUND AT HYSHAM
FLY-IN



FRANK MCCHESNEY RETIRES

Frank McChesney is resigning as Head of the Department of Intergovernmental Relations, of which Aeronautics is a Division. Frank has been most helpful and pleasant as a Director and we have enjoyed the association and regret to see him returning to Seattle. We wish him the best in the coming years.

In the meantime, Tom Mangan, Deputy Director, will be the Acting Director as he has been in the past.

FEDERAL AVIATION ADMINISTRATION ITINERARY LISTINGS

Airport	July	August	Sept.
Bozeman, Gallatin Field	—	21	—
Culbertson	—	7	—
Glasgow, Municipal	10	—	4
Glendive, Dawson Community	24	—	19
Great Falls, International	—	7	—
Havre, City-County	10	—	11
Kalispell, City & International	24	—	25
Lewistown, Municipal	—	21	—
Miles City, Municipal	25	—	18
Missoula, Johnson-Bell Field	17	14	18
Sidney, Richland County	—	8	—

NOTE: One or more inspectors will be at the above-listed airports on the date(s) specified for the purpose of practical examinations, flight tests and aircraft inspections. Appointments for these services should be requested a week in advance to allow for scheduling of inspectors. Written examination services may be provided at itineraries and other locations if prior arrangements are made with the General Aviation District Office.

Flight Tests—Properly certificated aircraft with aircraft log books and required documents must be presented for all aircraft used for flight tests.

CALENDAR

July 4—Garfield Sky Riders Fly-In, Jordan—Breakfast free to all fly-in pilots and passengers from 7:00 to 11:00 a.m.

July 7—Sondreson Fly-In, Pole-bridge.

Aug. 11-16, International Flying Farmers, Hilton Palacio Del Rio, San Antonio, Texas.

August 21-23, Washington Airport Management Association and American Association of Airport Executives Joint Meeting, Coeur d'Alene, Idaho.

October 4—FAA Rocky Mountain Golden Sentinel Flight Safety Team Presentation, C. M. Russell Auditorium, Great Falls.

October 4-6—Montana Flying Farmers Convention, location to be announced.

SKELLYTOWN AMERICAN FLYERS

Weather permitting the Skellytown American Flyers will be in Helena July 1 on their Sixth Annual 4th of July flight. They also plan to land in Billings June 30, and in Kalispell July 2. Their home base is Pampa, Texas, and their destination is Calgary and Regina in Canada.



Helena Vo-Tech Aircraft School under construction

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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JUNE, 1974

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